

STREET SMART

April 7, 2004

Governments
SANBAG
Working Together

Meeting Summary of the SANBAG Board of Directors

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■ SANBAG, Rancho Cucamonga to share responsibilities, costs for remaining Route 210 issues

Landscape replacement, a garden wall and other final touches will be made to streets and property near State Route 210 in Rancho Cucamonga through an agreement approved by the Board of Directors.

During late construction stages and upon the opening of the first 20 miles of the freeway in November 2002, issues arose that required a cooperative solution. SANBAG and City of Rancho Cucamonga staff negotiated an agreement, which outlines the shared responsibilities and costs of each agency. SANBAG will fund \$361,478 of the costs for the following improvements to be undertaken by the city:

- Landscape design and construction at Haven Avenue and Rochester Avenue;
- Construction of a six-foot wall north of the freeway to provide a visual screen and increased safety;
- Repair of section of Highland Avenue used for construction staging;
- Restriping and sign placement for the Cucamonga/Sapphire Trail and Bike Path; and
- Installation of a safety screening net around soccer fields at Beryl Park



Landscaping near Haven Avenue will be replaced as part of an agreement for remaining Route 210 issues.

■ Board gives green light for early work on U.S. 395

The widening of U.S. Highway 395 through the High Desert took a step forward with SANBAG's allocation of funds to Caltrans for early work on the project.

The Board approved \$1.4 million in federal Surface Transportation Program funds for the project approval and environmental document (PA&ED) phase of the first 16 miles of the widening project. San Bernardino County and the cities of Adelanto, Hesperia and Victorville will be asked to contribute a combined \$600,000.

The \$2 million will allow Caltrans to begin PA&ED work in July on the 16-mile stretch of highway from Interstate 15 to Desert Flower Road in Adelanto. Improvements will include widening the highway to four lanes with a continuous median left turn lane. Some portions of U.S. 395 are already four lanes, but gaps of two-lane highway still exist, which cause traffic congestion and driver confusion.

PA&ED work is expected to take 30 months and be followed by design, right of way purchase and construction. A number of factors may affect costs and timelines, but Caltrans estimates construction to total \$41 million and to begin in mid-2009.

■ Policy committees set to act on Measure I expenditure plan this month

SANBAG's Major Projects, Mountain-Desert and Plans & Programs policy committees will review the final proposed expenditure plan for the continuation of Measure I during meetings this month.

The plan specifies how Measure I revenue would be spent in each area of the county, if voters elect in November to continue the half-cent sales tax after it expires in 2010. The new measure would extend from 2010 to 2040 and is expected to generate \$6 billion (\$200 million per year) over the 30-year period.

After review by the policy committees, the SANBAG Board of Directors will be asked to approve the expenditure plan for circulation on May 5. The County Board of Supervisors and each city council or town council then will vote on the expenditure plan during meetings in May. Statute requires that the expenditure plan be approved by the Board of Supervisors and a majority of the cities representing a majority of the population.

If that threshold is met, the SANBAG Board will consider the final expenditure plan in June and ask the Board of Supervisors to place the Measure I continuation on the November 2 ballot.

Down the road ...

- Apr. 14: Administrative Committee, 9 a.m.
- Apr. 15: Major Projects Committee, 9 a.m.
- Apr. 16: Mountain-Desert Committee, 9 a.m.
- Apr. 21: Plans & Programs Committee, 12 noon

SANBAG Freeway Service Patrol ... to the rescue!

SANBAG seeking state funding for expanding service throughout county valley

Out of gas? Dead battery? Flat tire? No worries, at least on Interstate 10 in Redlands and Yucaipa, thanks to a Freeway Service Patrol that began operating in January.

The FSP is designed to aid stranded motorists as quickly as possible along this stretch of freeway that is under construction.

SANBAG also has sponsored legislation that will provide equitable funding for expanding FSP efforts in the valley region of San Bernardino County. Because of state funding shortages, SANBAG has been unable to fund a valley-wide program. (Funding for the I-10 FSP was provided by a two-year grant from the Mobile Source Air Pollution Reduction Review Committee and by Measure I).

This month's issue of Measuring Success spotlights the FSP program, which is funded in part by Measure I, San Bernardino County's half-cent sales tax for transportation improvements.

Freeway Service Patrol Assistance

A total of 991 people have been offered free assistance by SANBAG's FSP since the service began on January 5. Although about 43 percent declined the help, 569 have been "rescued" by the two tow trucks and their friendly drivers that roam the I-10 corridor during morning and afternoon commute hours.

Armada Towing of San Bernardino is the contractor for the FSP. Brothers Josh and Jason Pallas provide aid between 5 a.m. and 8:30 a.m. and from 3 p.m. to 7 p.m., Monday through Friday, on the section of the freeway between California Street in Redlands and the San Bernardino/Riverside county line in Yucaipa.

Operating under the direction of SANBAG and the California Highway Patrol, the FSP drivers respond to stranded motorists that they observe on their route, as well as to service requests issued by the CHP. During the first three months, service calls have included:

- 164 mechanical breakdowns
- 141 flat tires
- 63 overheated engines
- 55 accidents
- 53 out of gas
- 34 debris in road
- 26 electrical problems
- 32 abandoned vehicles
- 1 locked out of car



Brothers Jason and Josh Pallas from Armada Towing of San Bernardino operate tow trucks for the Freeway Service Patrol on Interstate 10 in Redlands and Yucaipa.

SANBAG expects the need for FSP assistance to escalate this spring and summer, as work on the I-10 eastbound truck-climbing lane project shifts to the freeway shoulder, eliminating room for disabled vehicles to park.

"The upcoming freeway shoulder work has required SANBAG to remove call boxes and will make it impossible for motorists to pull over to conduct their own repairs or to wait for help from family or friends," explained Michelle Kirkhoff, SANBAG's director of air quality/mobility programs. "This future work will cause the Freeway Service Patrol to be in even greater demand," she said.

Bill supports FSP funding for SB County

SANBAG began working two years ago to secure state funding for a Freeway Service Patrol that would serve the Interstate 10, Interstate 15, Interstate 215 and Route 60 corridors in the San Bernardino Valley during peak commute hours.

Because of the state funding shortage, SANBAG's application for funding was denied. Current guidelines declare new applicants to be ineligible, unless additional funding is allocated for the program. However, the FSP program in California is funded with state transportation revenue and is intended for statewide application.

SANBAG has been working with key state offices and transportation agencies with existing FSPs to resolve how new, qualified applicants should be admitted to the program.

Assembly Bill 2498 (Longville) has been introduced to clarify this process and to provide safeguards for participating agencies. A phase in process has been proposed to allow new agencies to be eligible for funding, while working to minimize the financial impact to agencies with current FSP programs. The bill is scheduled for a hearing on April 12, but it is likely that an outcome won't be available before the end of 2004.

